

PUB 143 (Continued)

channel, all of which are best seen on the chart. Berth information is given in the accompanying table.

Berth	Length	Depth	Remarks
Grain berth	300m	15m	Southwest side of harbor
Container berth	270m	105m	Northwest side of harbor
General cargo	640m	10.5m	
Jetee Est	100m	8.5m	Southeast side of harbor. Oil and LPG.

(Fr SD C4, 1997 ed.; BA NP 1, Supp. 7/99) 46/99

Page 199—Line 46/R; insert after:

Port Aghazdis old light structure stands on the root of the outer breakwater of Port d'Anza and is very conspicuous. Other conspicuous landmarks include several radio masts standing on a hill 0.6 mile ENE of the old light and a group of silos about 0.4 mile N of the old light.

(NIMA) 46/99

Page 199—Line 49/R; read:

head of Grand Jetee.

(NIMA) 46/99

Page 199—Line 57/R to Page 200—Line 26/L; strike out.

(NIMA) 46/99

PUB 145 7 Ed 1995 LAST NM 40/99

Page 4—Lines 22 to 25/R; read:

stripes, 23m high, with a dwelling attached.

(NIMA) 46/99

Page 46—Lines 13 to 14/L; read:

to the S. An abandoned light tower stands on a sand spit extending about 230m W

(8E(1517)99 Ottawa) 46/99

Page 184—Line 6/R; read:

Winds—Weather.—The prevailing winds are from the W, although in September and October they may be from SW. When the wind is from the E, a swell may be experienced at the harbor entrance and the berths.

Ice.—The harbor is ice free in the winter and is open to (PUBS 0016/99) 46/99

PUB 157 1 Ed 1995 LAST NM 45/99

Page 137—Line 40/L; insert after:

A submerged rock with a depth of 4.7m lies in approximate position 24°25.4'N 118°01.9'E.

(19(229)99 Tianjin) 46/99

PUB 158 6 Ed 1994 LAST NM 45/99

Page 8—Line 28/L; insert after:

Pilotage.—Pilotage is not compulsory, but a pilot is available during daylight hours, with advance notice, from Kushiro. Entry into the port is allowed at all times.

(BA NP 41, Supp. 7-98) 46/99

PUB 182 4 Ed 1998 LAST NM 30/99

Page 154—Line 51/L; insert after:

Raftundet Bridge, a fixed bridge with a vertical clearance of 54.3m, spans Raftundet about 0.7 mile SSW of the N entrance to the passage.

(PUBS 0014/99; US CH 43145) 46/99

Page 154—Line 8/R; insert after:

New graphic from back of this Subsection.

(PUBS 0014/99) 46/99

PUB 192 6 Ed 1994 LAST NM 39/99

Page 132—Line 17/L; insert after:

It is reported (1999) that a foul ground area lies about 2 miles off the NW side of Brown Ridge. It is marked by a lighted buoy equipped with a racon.

(NIMA) 46/99

PUB 194 7 Ed 1996 LAST NM 45/99

Page 223—Lines 33 to 37/L; read:

vessels. Pilots can be contacted by VHF, channel 16 or 13, and usually board in the roadstead (58°20.0'N., 24°25.7'E.). Pilotage must be requested through the agent in the port. Vessels must send an ETA message 24 hours and 12 hours in advance, stating their name, flag, length, and draft. Vessels should then contact the port 1 hour before arrival.

(BA NP 286; BA NM 31/99) 46/99

PUB 195 6 Ed 1999 LAST NM 45/99

Page 25—Line 19/R; insert after:

The agent should advise the port authority of the vessel's ETA no later than on the Friday preceding the week of arrival. An ETA must be given 24 hours in advance for vessels carrying IMO cargoes, or by 1600 hours if on a day before a holiday.

(BA 27/99) 46/99

Page 59—Lines 45 to 49/R; read:

Pilotage.—Pilotage is compulsory within an area between 62°08'N and a line bearing 090° from Rodhall (60°36.0'N., 17°59.5'E.) for the following:

1. All Category 1 vessels.
2. Category 2 vessels of 80m in length or 15m beam and over.
3. Category 3 vessels of 90m in length or 16m beam and over.

Vessels should send an ETA and request for pilotage 5 hours in advance. The Gavle pilot station (Bonan Traffic Center) can be contacted on VHF and provides pilots for ports within the area.

PUB 195 (Continued)

Pilots board vessels as follows:

1. In an area between Hallgrund (61°16.6'N., 17°24.0'E.) and Storjungfrun (61°10.1'N., 17°20.3'E.).
2. Close S of Grasjalsbadan (60°43.5'N., 17°27.5'E.).
3. About 1.5 miles S of Hurnsudde, by special arrangement (61°35.7'N., 17°29.0'E.).

(BA 27/99; BA NP 286) 46/99

Page 62—Lines 23 to 36/L; read:

Pilotage.—Pilotage is compulsory. See paragraph 6.6 (Gavle).

(BA 27/99) 46/99

Page 63—Lines 5 to 12/R; read:

Pilotage.—Pilotage is compulsory. See paragraph 6.6 (Gavle).

(BA 27/99; NIMA) 46/99

Page 89—Line 26/R; insert after:

Offshore Route.—Vessels should proceed in a N direction up the gulf to a position located about 8 miles WNW of Norrskar Light (63°24'N., 20°36'E.). A recommended track, authorized for drafts up to 13m, then leads NE from this position to the S entrance of the Deep-Water Route. It passes SE of Sydostbrotten Light (63°21'N., 20°11'E.) and NW of the shoals fronting the NW side of Norrskar.

The Deep-Water Route, with a minimum depth of 16.2m, leads through Ostra Kvarken and is marked by buoys. It extends about 8.5 miles in a NE direction towards Nordvalen Light (63°32'N., 20°47'E.), passes close N of the light, and leads in an ENE direction into Bottenviken (Perameni), the N part of the gulf.

Vessels bound for Umea or intending to use the coastal route through Vastra Kvarken should depart the Deep-Water Route in a NW direction when about 5 miles SW of Nordvalen Light.

(33(3034)99 Taunton) 46/99

Page 95—Line 45/R; insert after:

Nordvalen Light (63°32'N., 20°47'E.) is shown from a prominent floodlit tower, 26m high. A racon is situated at this light.

(33(3034)99 Taunton; NIMA) 46/99

COAST PILOT CORRECTIONS**COAST PILOT 3 33 Ed 1997 Change No. 32
LAST NM 39/99**

Page 38—Paragraph 82, line 2; read:

at latitude 39°18.2'N. longitude 74°33.1'W. to the northeast-most ...

(33 CFR 80.501) 46/99

Page 38—Paragraph 99, lines 2 to 11; read:

this part are designated as special anchorage areas for purposes of 33 U.S.C. 2030(g) and 2035(j). Vessels of less than

20 meters in length, and barges, canal boats, scows, or other nondescript craft, are not required to sound signals required by rule 35 of the Inland Navigation Rules (33 U.S.C. 2035). Vessels of less than 20 meters are not required to exhibit anchor lights or shapes required by rule 30 of the Inland Navigation Rules (33 U.S.C. 2030)

(33 CFR 110.1) 46/99

Page 126—Paragraph 78, lines 5 to 6; read:

In 1998-June 1999, the centerline controlling depth was 3 feet to the mouth of the creek; thence in 1977-June 1999, 1 foot to **Parkers Landing**, 0.9 ...

(BPs 166619-20; BPs 168764-66) 46/99

Page 159—Paragraph 56, lines 3 to 6; read:

the head of Commercial Fish Harbor. In 1994-1995, the controlling depths were 7.2 feet in the south half and 8.2 feet in the north half of the approach to the harbor; thence in 1990, 10 feet to the head of the harbor. Another dredged channel leads ...

(BP154500;BP156540;CL265/95;CL1162/95;NOS12211) 46/99

Page 218—Paragraph 49, lines 8 to 9; read:

River. In 1992-March 1995, the controlling depth in the dredged section was 4.2 feet with 5 feet at midchannel. The cut is ...

(BPs 146459-61; BPs 15646-49; CL 1165/95) 46/99

COAST PILOT 3 33 Ed 1997 Change No. 33

Page 119—Paragraph 72, lines 2 to 6; read:

west of Cape May Inlet. In April-May 1999, the controlling depth was 16 feet in the channel through Cape May Inlet to the inner ends of the jetties, thence 11 feet to the Coast Guard large wharf on the south side of the harbor, thence 9.5 feet at midchannel to Schellenger Landing at ...

(CL 1318/99) 46/99

Page 149—Paragraph 343, lines 5 to 6; read:

northeastern end of Back Channel has a fixed span with a clearance of 15 feet. Most of the ...

(CL 1401/99) 46/99

Page 153—Paragraph 42; read:

d. Vessels listed in 2.c. above will not enter the canal until radio communications are established with the dispatcher in Chesapeake City. Communications shall be established on channel 13 two hours prior to entering the canal. (Dispatcher Call Sign is three-three). The dispatcher also monitors channel 16 for the purpose of responding to transmissions of an emergency nature. Pilots and shipmasters shall acknowledge receipt of 2 hour clearance and conform with supplemental information listed in 3.e. below. All communications with the dispatcher on these frequencies shall be confined to that necessary to transit the Chesapeake and Delaware Canal.

(CL 1435/99) 46/99

COAST PILOT 7 (Continued)

- Page 217—Paragraph 164, line 7; read:
Building, the Bank of America Clock Tower, the clock tower at the S end of the ...
(CL 1133/99) 46/99
- Page 217—Paragraph 165, lines 1 to 2; read:
The **Ferry Building**, terminal of many ferry boats, also houses the **San Francisco Port Authority** offices, the ...
(CL 1133/99) 46/99
- Page 218—Paragraph 181, line 4; read:
knots in the afternoon, depending on location. Where topography and man-made structures funnel the winds, higher gusts may occur in those areas.
(CL 1134/99) 46/99
- Page 220—Paragraph 233, lines 5 to 7; read:
lifting capacity of 65,000 tons. There are several small dry-docks on the San ...
(CL 1134/99) 46/99
- Page 220—Paragraph 243, lines 4 to 6; read:
of the bay, are prominent natural features. A **naval restricted area** is offshore of Hunters Point. (See **334.1010**, chapter 2, for limits and regulations.)
(CL 1134/99) 46/99
- Page 223—Paragraph 262, lines 2 to 3; read:
about 3 miles through **Guadalupe Slough**. In July 1985, a ...
(CL 1134/99) 46/99
- Page 227—Paragraph 282; strike out.
(CL 1134/99) 46/99
- Page 234—Paragraph 354, lines 3 to 5; read:
visible and covered rocks under its face. **Horseshoe Bay** is a shallow bight W of the point. The E entrance ...
(CL 1134/99) 46/99
- Page 235—Paragraph 370, line 2; read:
2 miles NW of Paradise Cay, is the site of a ferry terminal with frequent service to and from San Francisco.
(CL 1134/99) 46/99
- Page 235—Paragraph 383, line 1; read:
The Tosco., of California, San Francisco Refinery ...
(CL 1133/99) 46/99
- Page 235—Paragraph 383, lines 9 to 10; read:
and shipment of petroleum products and for bunkering vessels.
(CL 1133/99) 46/99
- Page 238—Paragraph 384, line 9 to Paragraph 385, line 2; read:
petroleum products.
Shore Oil Terminal Wharf, about 1 mile E of the Tosco Wharf, has a 72-foot face with 980 feet of berthing ...
(CL 1133/99) 46/99
- Page 238—Paragraph 385, lines 4 to 6; read:
feet. The wharf is used for receipt of petroleum products.
(CL 1133/99) 46/99
- Page 238—Paragraph 389, line 4; read:
1985, the reported controlling depth was 2 feet.
(CL 1133/99) 46/99
- Page 238—Paragraph 393, line 5; read:
without authority.
(CL 1133/99) 46/99
- Page 241—Paragraph 425, lines 7 to 10; read:
bridgetender monitors VHF-FM channel 13 and works on channel 14; call sign KQ-7193, Union Pacific Railroad Bridge. **Bulls Head Point**, just E of the S end of the bridge, shows as a 100-foot rounding hill with a prominent high white stack.
(CL 1133/99; CL 437/98) 46/99
- Page 241—Paragraph 427; read:
The Shore Oil Terminal Wharf, 970 feet of berthing space with dolphins, is 0.5 mile W of the Tosco Corp. Avon Refinery Tanker Wharf; depth alongside, 34 feet; receipt and shipment of petroleum products. The wharf is owned and operated by Shore Terminals Oil Corp.
(CL 1133/99) 46/99
- Page 241—Paragraph 445, line 1; read:
The Gaylord Pier, about 0.5 mile E of Kaiser ...
(CL 1133/99) 46/99
- Page 243—Paragraph 474, lines 2 to 3; read:
commissioned by the Port of Stockton, are obtained by ship's agents, through the office of the Port of Stockton, or the San Francisco Bar Pilots.
(CL 1133/99) 46/99
- Page 246—Paragraph 532, line 5; read:
channels 9 and 13; call sign KMJ-384, Rio Vista Bridge. (See **117.1** ...
(CL 1133/99) 46/99
- Page 246—Paragraph 542, line 2; read:
Channel are free of river current and flood waters. However, the area is still affected by tidal currents.
(CL 1133/99) 46/99

COAST PILOT 7 (Continued)

Page 247—Paragraph 550, line 3; read:
but may be obtained through the office of the port of Sacramento or the San Francisco Bar Pilots.
(CL 1133/99) 46/99

Page 248—Paragraph 573, lines 2 to 3; read:
available from the Port of Sacramento whose office is at 2650 Industrial Blvd., West Sacramento, CA 95691.
(CL 1133/99) 46/99

COAST PILOT 7 31 Ed 1997 Change No. 20

Page 85—Paragraph 1591, line 2; read:
highway bridge, mile 4.9 at Long Beach, shall open on signal; except ...
(FR 6/29/99; CL 1254/99) 46/99

Page 85—Paragraph 1592, line 2; read:
mile 4.8 at Long Beach, shall be maintained in the fully open position, ...
(FR 6/29/99; CL 1254/99) 46/99

Page 86—Paragraph 1620, line 1; read:
(b) The draw of the Northwestern Pacific railroad bridge, mile ...
(FR 6/29/99; CL 1254/99) 46/99

Page 87—Paragraph 1660, line 2; read:
Burlington Northern Santa Fe railroad bridge, mile 40.6, and ...
(FR 6/29/99; CL 1254/99) 46/99

Page 116—Paragraph 2634, line 1; read:
(2) *General publications.* A currently corrected edition ...
(FR 6/29/99; CL 1254/99) 46/99

Page 183—Paragraph 451, lines 7 to 11; read:
berths. In May 1999, the controlling depths in the entrance channel between the jetties were 9.2 feet, except for lesser depths along the edges, thence 9.2 feet in the harbor channel; thence in October 1996, depths of 10 feet were available in the basins off the harbor channel. Shoaling of 2.2 to 9 feet existed up to 350 feet off the end of ...
(BPs 168578-79) 46/99

Page 186—Paragraph 512, lines 2 to 3; read:
turns N into the entrance basin. In March 1999, the controlling depth was 12 feet (17 feet at midchannel) in the entrance channel; ...
(BP 167972) 46/99

Page 238—Paragraph 400, lines 7 to 17; read:
above the causeway bridge. In April 1999, the midchannel controlling depth was 8 feet from the Vallejo-Mare Island Causeway Bridge to Tulucay Creek, just above **Horseshoe Bend**. The controlling depth was 5 feet (5.2 feet at midchannel) above Tulucay Creek to a point about 0.15 mile below

the head of the project with depths of 6.2 to 8 feet in the turning ...
(BPs 168392-411; NOS 18654) 46/99

COAST PILOT 7 31 Ed 1997 Change No. 21

Page 208—Paragraph 28, line 1; read:
The scheme is composed of **directed traffic** ...
(CL 1133/99) 46/99

Page 208—Paragraph 31, lines 11 to 12; read:
embark and disembark pilots. It is recommended that all vessels in the precautionary area guard VHF-FM channels 13 and 14.
(CL 1133/99) 46/99

Page 209—Paragraph 32, line 1; read:
A circular area to be avoided, with a 0.5 mile radius ...
(CL 1134/99) 46/99

Page 209—Paragraph 33; read:
Mariners are cautioned that San Francisco Approach Lighted Horn Buoy SF cannot be safely used as a leading mark to be passed close aboard, and are requested to stay outside that area.
(CL 1133/99) 46/99

Page 209—Paragraph 35; read:
Northern Traffic Lanes:
(CL 1134/99; VTS Manual, SF95) 46/99

Page 209—Paragraph 39; read:
Western Traffic Lanes:
(CL 1134/99; VTS Manual, SF95) 46/99

Page 209—Paragraph 43; read:
Southern Traffic Lanes:
(CL 1134/99; VTS Manual, SF95) 46/99

Page 209—Paragraph 44, line 6; read:
area; thence a NNW course for about 6 miles leads to the pilot ...
(CL 1133/99) 46/99

Page 209—Paragraph 48, lines 5 to 7; read:
Bay, includes a **precautionary area**, a **regulated navigation area**, and **recreation areas**. For purposes of INTERNATIONAL NAVIGATION Rule 10, this scheme has been adopted by IMO seaward of the demarcation line. (See Traffic Separation ...
(CL 1134/99; NR90; CL 1099/99) 46/99

Page 210—Paragraph 52, line 3; read:
to communicate on all VHF-FM radiotelephone channels. The radio call sign is ...
(CL 1133/99) 46/99

COAST PILOT 7 (Continued)

Page 210—Paragraph 57, line 7; read:
Station Concord Pier 3 (Port Chicago); New York Point;
Antioch Bridge; ...
(CL 1133/99) 46/99

Page 214—Paragraph 118, line 14; read:
breeze will most likely develop. At Petaluma River
entrance, ...
(CL 1133/99) 46/99

Page 215—Paragraph 131, line 12; read:
is a few points S of W. At the entrance to the Petaluma
River, August visibilities ...
(CL 1133/99) 46/99

Page 216—Paragraph 136, line 9; read:
fog. At the entrance to the Petaluma River, visibilities drop
below 0.5 mile ...
(CL 1133/99) 46/99

Page 216—Paragraph 139, line 1; read:
Taking care to avoid the circular 0.5-mile-radius area cen-
tered ...
(CL 1134/99) 46/99

Page 216—Paragraph 144, lines 3 to 4; read:
The pilot boats are 85 feet long with a blue waterline band,
international orange hull, and white superstructure. The top
of the cabin houses, the mast, and ...
(CL 1133/99) 46/99

Page 217—Paragraph 163, lines 1 to 2; read:
The **Port of San Francisco** is the oldest on the Pacific
coast.
(CL 1133/99) 46/99

Page 217—Paragraph 163, lines 5 to 7; read:
commodities are handled here. San Francisco is a popular
port of call for passenger vessels on ...
(CL 1133/99) 46/99

Page 234—Paragraph 357, line 8; read:
the sanctuary. A **special anchorage** is in Richardson Bay.
Local authorities control the anchoring of vessels and place-
ment of moorings in Richardson Bay. Mariners should con-
tact the Richardson Bay Regional Agency at (415) 289-4143
for specific information. Richardson Bay is a no discharge
zone; it is illegal for vessels to discharge any form of waste
into the bay. (See ...
(CL 1134/99) 46/99

Page 234—Paragraph 357, line 11; read:
Sausalito is marked by lights, daybeacons, and buoys.
A **no-wake speed limit** is in all channels in Richardson
Bay.
(CL 1134/99) 46/99

Page 212—Paragraph 90, lines 7 to 11; read:
flowing out (ebbing) through the Golden Gate. Outbound
tidal current is strongest about 4 hours after high water at the
Golden Gate Bridge and attains a velocity in excess of 6
knots at times. The incoming large swells are met by out-
bound tidal current causing very rough and dangerous condi-
tions over the bar. Steep waves to 20 or 25 feet have been
reported in the area. Mariners ...
(CL 1133/99) 46/99

